THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

ESTABLISHED 1878.

VOL. XV. CLEVELAND, OHIO, NOVEMBER 3, 1892. NO. 45

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

President: M. A. BRADLEY, - - Cleveland.

Vice-Presidents:

JOHN G. KEITH, -	Chicago.	JAMES W. MILLEN, -	Detroit
W. S. BRAINARD, -	Toledo.	F. J. FIRTH, - -	Erie
R. P. FITZGERALD, -	Milwaukee.	THOMAS WILSON, -	Cleveland
ALEXANDER MCDOUGALL,	Duluth.	P. P. MILLER, - -	Buffalo

Secretary: CHARLES H. KEEP, - Buffalo.
Treasurer: GEO. P. MCKAY, - - Cleveland.
Counsel: HARVEY D. GOULDER, - Cleveland.

Board of Managers.

F. W. Baldwin, -	Ogdensburg.	Thomas Wilson, -	Cleveland.
F. J. Firth, - -	Erie.	H. M. Bradley, - -	Cleveland.
W. E. Chapman, -	Sandusky,	Jas. Corrigan, -	Cleveland.
C. T. Morley, -	Marine City.	H. M. Hanna, - -	Cleveland.
Alvin Neal, - -	Port Huron.	G. P. McKay, -	Cleveland.
James Davidson, -	Bay City.	H. G. Dalton, - -	Cleveland.
Charles A. Eddy, -	Bay City.	Harvey H Brown, -	Cleveland.
Alexander McDougal, -	Duluth.	J. W. Moore, - -	Cleveland.
F. W. Gilchrist, -	Alpena.	B. L. Pennington, -	Cleveland.
J. C. Gilchrist, -	Vermillion.	Henry A. Hawgood, -	Cleveland.
J. L. Higgie, - -	Chicago.	W. C. Richardson, -	Cleveland.
Jesse Spaulding, -	Chicago.	S. D. Caldwell, - -	Buffalo.
J. S. Dunham, - -	Chicago.	Peter P. Miller, - -	Buffalo.
John Keith, - - -	Chicago.	E. T. Evans, - -	Buffalo.
Joseph Austrian -	Chicago.	James Ash, -	Buffalo.
David Vance, -	Milwaukee.	W. Bullard, - -	Buffalo.
R. P. Fitzgerald, -	Milwaukee.	J. J. H Brown, -	Buffalo.
W. Livingstone, Jr., -	Detroit	W. P. Henry, - -	Buffalo.
James Millen, -	Detroit	John Gordon, - -	Buffalo.
David Carter, - -	Detroit.	W. S. Brainard, -	Toledo.
E. M. Peck, - -	Detroit.	L. S. Sullivan, - -	Toledo.
D. C. Whitney, - -	Detroit.	A. W. Colton, - -	Toledo.
H. S. Hodge, - -	Detroit.		

RAFT TOWING ON THE LAKES.

At the next session of Congress the raft towing question, which has been a matter of contention for years between vesselmen and lumbermen on the lakes, will probably be settled. Lumbermen will undoubtedly fight any bill which will in any way cripple their interests, but it is likely that a bill will be passed for the regulation of raft towing. Millions of feet of logs are annually towed across the lakes and sometimes in a very careless manner, thereby endangering passenger and freight traffic. Lumber rafts are valued at from $30,000 to $50,000 each and the value of a season's tow is from $6,000,000 to $8,000,000. On an average, from 100 to 200 vessels travel the course of these rafts daily, exceeding in value the lumber towed during an entire season. Vessels are required to be built to a certain standard, and display intelligible signals, both for self-protection and to avoid collision, while there is practically no rule governing the transportation of rafts. Vesselmen will seek for a law which will require rafts to be connected in a manner to withstand heavy storms, and also compelling them to display lights which can be understood by passing vessels.

CHANGE THE FOG SIGNAL.

The St. Mary's River pilots recently prepared a petition to the Light-House Board asking that the large sonorous bell now at Point Iroquiou be removed to Frying Pan Island, at the entrance to St. Mary's River, and sounded there as a guide to vessels entering after passing Detour. Several of the pilots are now asking what has become of the the petition, it was numerously signed and asked for a well-advised change in the aids to navigation.

A CONTRACT FOR ANOTHER LARGE STEEL STEAMER.

The Detroit Dry Dock Co. have just closed a contract with Detroit parties for a "straightback" steel steamer 362 feet long, 42 feet beam and 24 feet deep, to be an almost exact duplicate or sister ship to the steamer Selwyn Eddy, now nearing completion at Wyandotte. The only difference between the Eddy and the new contract is that there will be no gangways. The boilers will be on the main deck instead of in the hold and sheer to bulwarks on the side.

REMOVAL OF BUOYS.

Notice is hereby given that the removal for the winter of the buoys in that portion of the Tenth Lighthouse District embraced by Lake Erie and the Detroit river will begin about November 10th, and probably be completed by November 30th. Small scantling buoys will be left to mark the more important stations, as usual, in place of the buoys removed. The buoys in Niagara river and in the harbor at Buffalo will be left in position as long as possible, and on their removal no small buoys will be left in these localities.

E. T. WOODWARD,
Commander, U. S. N.
Inspector 10th L. H. District.

ANOTHER LIFE-SAVING STATION WANTED.

Capt. Wm. Nicholson, of the steamer Boscobel, writing to Capt. McKay, treasurer of the Lake Carriers' Association, suggests the necessity of a life-saving station at Death's Door,(Porte des Morts)there were two strandings at that point on the night of October 17th, the schooner Gilmore on Pilot Island, and the steamer Merrimac of the Inter Ocean Transportation Co., on Nine Foot Shoal, Port des Morts passage. They were running for shelter from a south-east gale, the Merrimac had to jettison 300 tons of ore before she floated and assistance could not be reached nearer than Escanaba. Capt. Nicholson suggests the establishment of a life-saving station on Plum Island with a steam launch as part of the equipment, as there are so many shoals in the locality that he considers a small steamer necessary to reach stranded vessels. He says that there are now two wrecks on Pilot Island, two on the middle ground back of Plum Island, known as Detroit Island passage, two on the South Fisherman Shoal, east of Washington Island, four of these vessels got on last fall, and one this fall, but all are total losses. The nearest life-saving station to this dangerous locality is the one at Sturgeon Bay Canal, about forty miles distant.

ST. MARY'S FALLS CANAL TOLLS.

A revised statement of grain and other freight which passed through St. Mary's canal during the season of 1891 has been prepared by clerk of Canadian canal statistics. The total tonnage carried by the Canadian vessels through the canal last year from Dominion ports to Canadian ports was 138,146 tons, and from United States ports (Duluth chiefly) to Canadian ports (Sarnia, Collingwood, Owen Sound, etc.) 33,138 tons. On the westward journey, the quantity of freight carried via. the Soo canal route in Canadian vessels from Canadian ports to other ports in Canada last year was 104,344 tons, while from United States ports to Canadian ports in Canadian bottoms the tonnage was 47,956. This, it is thought, mostly consisted of coal, as well as the major portion of 102,144 tons carried by United States vessels from their ports to Canadian ports via. the Soo.

The United States toll of 20 cents per ton on vessels carrying freight either eastward or westward through the Soo canal to Canadian ports took effect on the 1st of September, and these are the revised figures of the traffic through the Soo canal from September 1, 1891, until the close of navigation last year. On the eastward journey there were carried in Canadian vessels from either Canadian or United States ports to Canadian ports 48,943 tons, the tolls on which, at 20 cents per ton, would amount to $9,788.60. On the westward journey there was carried in Canadian vessels from either Canadian or United States ports to Canadian ports 70,541 tons, the amounnt of tolls on which, at 20 cents per ton, would be $14,108.20. The tonnage carried by United States vessels from United States ports to Canadian ports westward only was 46,414 tons, the amount of tolls on which would be $9,282.80. The total amount, therefore, which would have had to be paid on freight to Canadian ports as tolls for a period of four months would be $33,179.60. On the supposition that about the same amount of freight will pass through the canal this fall to Canadian ports as last year, the amount which the Dominion Government will have to pay to ship owners in the event of a decision being reached to refund the amount collected by the Americans would be slightly over $33,000, a sum considerably less than was at first anticipated.

NOTICE TO MARINERS.

No. 99, OF 1892.

UNITED STATES OF AMERICA—NORTHERN AND NORTH-WESTERN LAKES.—CONNEAUT PIERHEAD LIGHT.

Notice is hereby given that on or about November 10, 1892, a fixed white light will be shown from a lens lantern, suspened from a post about 15 feet above lake level, on the outer end of the west pier at Conneaut, Lake Erie, Ohio.

The light will be visible, in clear weather, about five statute miles. By order of the Light-House Board.

JAMES A. GREER,
Rear-Admiral U. S. Navy, Chairman.

Office of the Light-House Board, Washington, D. C., October 28, 1892.

A COLLISION CASE SETTLED.

Judge Swan, of Detroit, rendered judgment in the New York-Conemaugh collision case on Monday by deciding to divide the damages. This is considered a great victory for the Union Steamboat Company as the Anchor Line expected to see the damages all thrown on the New York. The collision occurred in Detroit River about a year ago, the boats running foul of each other in trying to avoid a tow. The trial in Detroit las winter lasted 10 days. The owners of the Conemaugh brought up a long list of witnesses, but the owners of the New York surprised everybody by not calling any. The damages were about $25,000.

MERITED PROMOTION.

Commander Oscar F. Heyerman, U. S. N., recently inspector of the Eleventh Light-House district, has been ordered to duty as senior member of the Board of Inspection at the navy yard at New York. It will be remembered that Commander Heyerman was ordered from his station at Detroit to the Naval War College. pending the question of the best mode of lighting the St. Mary's river. His appointment to the Board of Inspection at the navy yard may therefore be considered in the line of promotion, in so far as the discharge of duty is concerned.

WRECKING COURTESIES AGAIN.

Inquiry made at the department of state relative to the statement coming from Ottawa that the negotiations between the United States and the Canadian governments, touching the issue of proclamations providing for reciprocity in wrecking and towing in waters contiguous to each country had so far come to naught, and implying that the United States government was to blame. It is learned that the United States government has been ready for a long time past to issue the proclamation but that the delay has been caused by the failure of the Canadian legislature to act as required in the matter. At least if any such action has been taken the department of state is not officially advised, and so cannot proceed further in the matter.

NEWS AROUND THE LAKES.

CLEVELAND, O.

Major Stockman, of the weather service, has received from the seretary of agriculture a handsome large U. S. flag, to be used on the local weather bureau buildings on all public occasions.

Mr. C. H. Tucker, general agent of the Northern Steamship Co. announces to shippers that their last steamer for Duluth and West Superior will leave this port on or about November 18th, and that freight intended for shipment should be in their possession not later than November 15th.

Walter Morrison, an employe of Farasey & Marron's forwarding warehouse and steam ship wharf, on River street, met with an accident Thursday. He got his foot caught between the dock and a steamer, crushing it badly. The crushed member was in such a state that amputation was found necessary. Morrison is married and lives at 27 Mulberry street.

At the yards of the Cleveland Ship Building Co. the Bradley Line steamer and the large freight monitor recently purchased by the Wilson Transit Line, are being well advanced. On Tuesday Capt. F. D. Herriman, Chief Inspector for the lake marine department of Bureau Veritas, surveyed both of these ships and pronounced their construction far in advance of similar foreign built tonnage.

The handsome steel steam yacht Comanche, built by the Globe Iron Works Co., to the order of H. M. Hanna, arrived all well at New York Saturday afternoon. She was completely equipped on leaving the hands of her builders, but will not proceed to sea until January, '93. The light house tender Columbnie also built by the "Globe," left New York this week for her station at Portland, Ore., via. the Straits of Magellan.

Colonel Jared A. Smith, Corps of Engineers, U. S. A. in charge of this district will waive all preliminaries and at once engage dredges to maintain the ordinary stage of water at this port. This energetic action on the part of Colonel Smith is appreciated by vessel men and much credit is due harbor master Schiely for taking soundings and learning the precise state of the harbor entrance since the heavy north-west blow.

Considerable dissatisfaction is felt among lake engineers at the manner in which some men are granted engineers' licenses for lake service. A glaring case of perjury is claimed to have just been found in Chicago, where a Canadian was given a license chiefly on acconnt of the signatures to his application, and is now running a tugboat. It is further stated that at the close of navigation the engineers will form a stock company and issue a periodical devoted entirely to their interests, where such cases as the foregoing may be fully ventilated and official action demanded.

The serious grounding of the steamers Marion V. Swain and the H. D. Coffinberry, while trying to enter this port on Friday night is sufficient evidence that the assumed depth of water is not there, and bears out the belief of some owners that sunken obstructions exist in the fairway. It is not quite clear that all of the wreckage of the barge Wahnapitae was cleared up off the bottom, while other sunken material is said to be scattered around the outer harbor. When vessels seek a port for shelter, safe mooring and a clear fairway is the least they can expect, and these facilities ought always to be strictly maintained, or the fine weather precautions become valueless.

The insurance on the schooner Zach Chandler, wrecked off Deer Park, Saturday, amounted to $6,750, only partially covering her loss. She had on board 800,000 feet of lumber belonging to and consigned to Fisher & Wilson, of this city; this was fully insured. Capt. Benham at once wired his large tug, the C. E. Benham, which is stationed at the Sault, instructing her to go to Deer Park, pick up anything that could be saved, and to return to the Sault with the crew and the body of Frank Richter, who was drowned and await further orders upon her arrival at the canal. Smith, Davis & Co. have insurance of $12,500 on the cargo and Worthington & Sill on the hull. Word has been received since these orders were sent that the crew are safe at Sault Ste. Marie, and nothing further can be done with the wreck except to pick up the lumber strewn along the beach.

CHICAGO ILL.

Special Correspondence to The Marine Record.

Capt. Harry Channon and Harry S. Channon, ship chandlers, left here Sunday night for New York on business.

Inspectors Cyrus H. Sinclair and Stewart H. Moore will inspect the new steel steamer Thomas Maytham at South Chicago on Thursday.

The following schooners have recently gone into winter quarters here: Truman Moss, Glad Tidings, Thomas H. Howland, Commerce, Evaline Bates, Ann Maria.

The schooner A. P. Nichols, Capt. D. Clow, which left here light last Thursday is reported ashore on the southwest of Pilot Island. She was built in 1861 at Madison dock, Ohio, and is owned by Captain David Clow.

At J. B. Bates & Co.'s shipyard the schooner W. O. Goodman received a new bowsprit and some repairs to her bow. The schooner James Mowatt a new foreboom. The schooner R. B. H. Hayes a new rudder stock.

The Chicago board of underwriters Monday adopted the following rates per $100 on grain: To Lake Huron, Sarnia and Detroit river, 85 cents; to Georgian Bay and Lake Erie, 90 cents; to Lake Ontario and Ogdensburg, $1.00; Montreal, $1.15.

At Miller Bros.' shipyard the tug Protection is in dock for a new stem and stem iron, fastening a loose wheel, re-calking and re-ironing. The steam yacht Argo is in for new deck frames and deck, steel shelf pieces, a new rudder, some new bottom plank and calking. Schooner Michigan was on for re-calking and general repairs. The steam barges R. C. Reed and Albert Loper and schooner James G. Blaine were on for some calking.

The steamer William H. Barnum, Capt. James Kenney, arrived here last Thursday evening. She loaded a cargo of wheat at South Chicago for Buffalo and went ashore near the south pier when coming out of that port Wednesday afternoon. The tug Protection with the schooner Carrier went to her assistance Thursday morning, and after about 8,000 bushels of wheat had been lightened, the Protection released her at 5:30 p. m. Rosel Downer, marine diver, went down Friday morning to make an examination of the Barnum's rudder and shoe but no damage was found. The 8,000 bushels of wheat was re-loaded from the Carrier, and the Barnum left here Sunday morning.

The steamer Tacoma, Captain James Todd, arrived here with coal from Buffalo at 9:30 a. m. Friday, and got aground on the bar opposite the life-saving station and remained hard on until 4:30 p. m., when the water raised. The tugs Green and Crowell did some hard pulling on her during the day, but failed to release her until the water raised. After the Tacoma was released a new trouble awaited her. She was drawing 15 ft. 1 in. forward and 14 ft. 10 in. aft, and being consigned to Cox Bros.' coal yard at Bridgeport, it was found necessary to lighten her to 14 feet, so she remained at the Lehigh Valley Co.'s dock whilst O. S. Richardson's floating steam derrick, Spring Heel Jack, unloaded about 350 tons of her cargo on board of the schooner H. B. Moore, when both the steamer and the schooner went up the river to unload.

The heavy gale of Friday and Saturday caused considerable loss and damage to vessels hailing from this port. The schooner J. H. Mead, which left here light Friday morning, was forced to run back, arriving here Saturday morning with her foresail blown to shreds. The schooner Commerce, which left here light for Lake Superior Thursday night, in tow of the steamer Fayette, was struck by the gale when off Sheboygan Friday afternoon. The tow line parted and the schooner ran back to this port, arriving Saturday minus her mainsail and other sails damaged. Captain E. Mullen immediately had her stripped and laid up. The schooner Jessie Phillips, Capt. John Fahey, which left here light Thursday night for Marinette, was struck by the gale when off Sheboygan and compelled to run back, and arrived here Saturday afternoon minus her staysail and her foresail split. The schooner J. W. Dewey, which left here light Thursday afternoon arrived back Saturday minus her foresail and her mainsail split. She was struck by the storm when nearly down to the South Manitous. The barge Empire State, one of the tow of the steamer J. C. Perrett, which arrived here Sunday afternoon, was struck by the gale Friday and had her fore masthead sprung and lost her fore staysail and sprung her rudder stock. She had on a very heavy load of lumber and did not lose a board. She was drawing but 12 ft. 6 in. of water, and when towing up the river she got aground on the bar opposite the life-saving station, and it took two tugs half an hour to release her. The schooner Flying Cloud, Capt. Ed. Commerford, bound from this port with 18,000 bushels of oats for Port Huron, is reported ashore and breaking up on the reef near Glen Arbor. She is insured for $2,600 with P. H. Fleming & Co., of this port. The Flying Cloud was built at Clayton, N. Y., in 1854 and is owned by Captain Ed. Commerford. The schooner Lilly Pratt, light, is reported ashore five miles south of Frankfort, Mich. She was built at Buffalo, N. Y., in 1869 and is owned by Captain Thomas Clark, of this port. The schooner Helen Pratt, light, from this port is reported ashore near Good Harbor, Mich. She was built at Buffalo in 1870 and is owned by S. S. Baker of this port and Captain Thomas Fahey, her master. The schooner Lincoln Dall, light from this port, is reported ashore twelve miles south of Frankfort. She was built in Chicago in 1869, and is owned by Capt. John H. Dall, of this port. Fortunately no lives have been lost in any of the above casualties.

MARINE EVENTS AT BUFFALO.

Special Correspondence to The Marine Record.

David Bell has began active work on the government steamer Calumet.

The ball of the Buffalo Harbor Tug Pilots' Association is set for January 30th.

Coal freights are equal at former rates, Chicago 75 cents, Superior-Duluth 25 cents.

The steamer Pope brought down 101,123 bushels of wheat from Duluth on her last trip.

Davidson's new schooner Aberdeen made her first appearance at this port last week. She is a handsome craft.

Grain receipts for October were about the same as those for September, amounting to about 20,000,000 bushels.

Smith, Davis & Co., of this city, held the insurance on the lumber cargo of the schooner Zack Chandler. It amounts to $12,500.

At a meeting of the Marine Firemen's Benovolent Association the wages of firemen were advanced from $45 to $52.50 a month.

It is said many boats are arriving with wet grain cargoes on account of the heavy weather. No positive mention has been made regarding the amounts.

Low water is causing some inconvenience in the harbor and canal. Masters on the latter route are reviving the old story of water stealing from the canal by Lockport manufacturers.

Capt. A. B. Drake has gone to Chicago to take charge of the steamer Thomas Maytham, building there for Kelderhouse and others, of this city. The new boat will be out in about two weeks.

It is said there is not a finer piece of dock on all the lakes than that which the Lackawanna Railroad Company is building at the foot of Main Street. It is stone ballasted and most massively built.

The Union Dry Dock Co., are transferring their shipyard from the Blackwell Canal to the Buffalo Creek side of their property near their two dry docks. A railroad is being built through their old steel yard.

The Union Dry Dock Co. will build a steel steamer for the Lake Erie Transportation Co. General manager A. W. Colton of Toledo, O. The cost of the new steamer is to be $165,000, capacity 100,000 bushels of wheat.

Capt. Chapman, who succeeds the late Capt. Dobbins in the management of the district life saving station, has arrived and taken charge of his office. Lieut. Moore, who was under Capt. Dobbins, remains with Capt. Chapman.

Coal shipments for Buffalo for October were more than for any other month on record; 546,523 tons were sent up the lake. There has been more coal shipped to November 1st than for the entire season of 1891, which was a heavy one.

Capt. J. J. H. Brown, who went to Chicago to look after the steamer Barnum, which was reported to have broken her shoe and rudder at Chicago, has returned and says the damages to the boat is slight, neither her shoe nor rudder was broken, though the latter was unshipped.

The tug Excelsior, of Maytham's Line, ran into a canalboat Monday, somewhat to the detriment of the canalboat. The same day she cut a wide swath through the dock near the foot of Washington Street. The dock was old and though the planks were pretty well piled up, the tug was not injured.

BUFFALO, N. Y.—It is difficult to get at the exact state of the so-called grain blockade at this port, but it seems apparent now that the situation has not at any time been so serious as some of the shippers would have it appear. It is ascertained that one or perhaps two elevators are actually filled up. All the others had more or less room which they were saving to accommodate their regular consignees, and the owners who said they were chock full of grain were in most cases protecting their patrons. The New York Central, which on account of a struggle between shippers and steamship companies at New York over a new bill of lading, have not been forwarding any grain for some time, but a day or two ago they resumed carrying to those points, and the City Elevator is thereby relieved of a part of its load. THE RECORD was right in not splurging on the supposed grain blockade in its last issue. Canal men have had their boats tied up at New York on account of this same fight between shippers and steamship companies, but as the fight has been settled, many boats have been released and will soon be here. There is good money in six-cent wheat to New York and canalers are anxious to have the canal kept open until actually frozen up.

The steamer Hudson which arrived Sunday, brought down the crew of the barge Sunshine of the Pringle tow, which was water-logged in last Friday's gale. The men had about given up all hope, and their rescue was a difficult matter. The master of the Hudson deserves credit for his action in the matter. The rescue was effected at night.

R.

CANADIAN MARINE GOSSIP.

Special Correspondence to The Marine Record.

TORONTO, CAN.—Considerable discussion of the Ontario Ship Railway project is being indulged in by marine men at this port, and the shrewdest of them seem to think that the scheme is visionary to a great extent. In conversation with one of our active lake captains the other day he gave it to me as his opinion that this generation would not see the beginning of the work, not to mention its completion. "Ah!" said he, "you will find that sailors will be extremely dubious about putting their vessels aboard a machine that might bring them to disaster more than fifty miles inland. If my ship is to be stranded give me a good beach or a few wholesome rocks on the shore of the lake rather than that she should be dumped down in some bush between here and Lake Simcoe. I don't take any stock in this talk about the desirableness of taking a cargo of grain through to Great Britain from the head of the lakes without breaking bulk. In the summer months it does grain more good the oftener it is turned over; it prevents its heating, you see. The scheme looks very plausible on paper, but I doubt about its being successful enough to pay extra large dividends on the big investments which will be required. Leave me the canals yet!" And he departed wagging his head vigorously. Again there are other men who are thoroughly convinced that the undertaking will be a complete success, and they are ready to stake their all upon its completion as soon as possible. The stockholders themselves are very sanguine, and from an engineering point of view there is great plausibility in the programme.

A despatch from Ottawa to *The Globe* says that the communications which were passing between the Canadian and American Governments, through the channel of the British Legation at Washington, with a view to the issue of simultaneous proclamations bringing into force the new law passed by each providing for reciprocity in wrecking and towing in waters contiguous to each country, have so far come to nought. The Canadian Government, it is said, have not put any obstacle in the way of the issue of the respective proclamations, and are not to blame for the delay. Be this as it may, the United States Government have not been heard from, and vessel men are getting tired of waiting for the ponderous administrative machines to act, while the dangerous autumn season is in with an already lengthening list of wrecks to chronicle. Equinoxial gales will not await the termination of a Presidential election or the action of tardy Governments before they begin to get their work in on the craft that support so many voters.

J. A. C.

SHIPBUILDING AND LAKE SUPERIOR COMMERCE.

Special Correspondence to The Marine Record.

DULUTH MINN.—Ore shipments from this end of the lakes are growing less weekly, and will not reach the point where they were expected earlier in the year. There have now been shipped over the Duluth & Iron road a total of 1,080,000 gross tons, and there are still 35,000 tons to come down for shipment. This will make business of the year not over 1,125,000 tons, or 125,000 tons less than had been looked for. Of the total shipments of the year the Minnesota mines Tower (Soudan) will have 470,000 to their credit; the Chandler 620,000, and the Zenith 15,000. The only other shipper, the Pioneer, has shipped 2,500 tons. The Mesaba range will get out this year only some 25,000 tons at the outside. Had it not been for the crowding of lower lake docks the amount shipped forward would have been larger, probably as much as the early anticipations. No estimates have yet been made for next year, and cannot be for some time to come. The probability is that the Minnesota mines at Tower and Ely, including the newly leased "26" and the Macomber, will ship no less than this season, while the Zenith and Pioneer are looked on to send forward at least 100,000 tons each. The Mesaba of course is an unknown quantity as yet.

The big passenger "whale-back" at the yards of the Steel Barge Co. is far enough in frame to show her lines, and it is very evident that she is to be a flyer. Instead of being shaped forward as are the others of the "whale-back" fleet, she will be more like a pointed pencil, and will have a spoon that will extend far back towards her midship. Her shape and the power to be put into her will make the vessel a rival of anything that is now planned for the great lake service. The barge 127 was put into the water last Saturday, and will be at work in a very short time. Two more vessels have been begun at the yard; that is, the ground is being cleared away for them. They will be barges 292 feet long over all, 36 feet beam and 22 feet deep. Probably the company will soon announce the decision to build several other vessels, as they are known to contemplate much work that has not been given out.

E. H. Dwight, who won distinction as the newspaper man who went with the Wetmore on that memorable voyage from Duluth to Liverpool and then through the Magellan Straits to the north Pacific coast, is in the city, having just returned from the west coast. He tells your correspondent that the Wetmore now lies half sunk in the sand and that she is fast going deeper; she is not, however, contrary to general report, broken up, but is holding her shape remarkably well. The vessel served her purposes, however, and was a good investment for the company. She showed them what was necessary for ocean service, and what changes must be made before the flat, spoon-shaped bows would do good work on the long swells of the Pacific. The 5,000 ton ship to be started at the Everett yard soon will profit by the casualty to the Wetmore.

The wheat business for the past week shows about the same increase as has been recorded for the past month or more, 471,600 bushels. The receipts of the week were 1,800,000 bushels, and the shipments and mill demands about 1,300,000. In store now are 5,449,000 bushels as against 3,503,500 a year ago. Of the quantity here 3,500,000 are on the Duluth side the bay and 1,950,000 on the Superior side, besides which are 150,000 bushels of coarse grains on the Duluth side. The wheat here is of exceptionally high grade, and of the total amount all but 150,000 bushels are of No. 1 hard and Nos. 1 and 2 northern, and special bin; this is a percentage of high grade that no other market in the country can, or ever did, show. There was a little flurry of excitement here the other day because of the complaint of the New York Produce Exchange, which refused to accept a cargo of Duluth wheat, because it did not come up to the grade. The cargo was examined and samples that had been kept here were looked over and the fault was found to have been in the shipping from Buffalo to New York, between which points it was carried by rail. The cargo was shipped from here in the Tampa by the Van Dusen-Harrington Co., and went forward as 1 northern. The Duluth board is very jealous of its grades, and doesn't want any ground for fault with them.

Last Wednesday the Smith-Fee Company, of this city took a cargo of 600 tons of groceries and supplies for the Wells-Stone Company, local wholesale grocers, on one of its scows to a point below Marquette for a lumber company operating there. The big storm of Thursday night coming up as the scow was being unloaded, the tug pulled her out into the open lake, and the tow-line parted in the fifty mile gale that blew that night. The scow and cargo were supposed to be lost, and were so reported in the local papers; but as a matter of fact the only loss was two barrels of pork, both scow and load being beached on the only piece of sandy beach there is in 25 or 30 miles along the shore. The vessel is valued at $6,000 and the load of groceries and supplies for the lumber camps of the company at about $10,000 more, and as there could be no insurance on the stuff the loss would have been heavy. The grocery house will send down a second cargo at once, and will victual a number of the south shore logging companies from Duluth this year.

This (Monday) evening, the Duluth city council will take action on the ship canal tunnel matter, and will in all probability order the tunnel constructed on the plans that have been made out by the city engineer. The top of the tunnel is to be 23 feet below the low water level at the sides of the canal and there is to be 25 feet of water in the center. There will of necessity be rather steep gradients in getting into the tunnel on the north or city side these grades will be 5.38 and 3.32 per cent. respectively, for the roadway and street car tracks and for the steam tracks. On the south side, where the tunnel debouches on the sand of lower Minnesota point, the grades will be 5.7 and 2.5 per cent. The approaches will be respectively 900 and 1600 feet in length. There is a very general sentiment that the tunnel should be built, and the board of public works hopes to be able to advertise for bids this week and to let a contract so that the successful bidder can get to work by the close of navigation. If this program is carried out the first vessels that arrive in Duluth next spring, will sail over a completed tunnel, though it is not expected to have the approaches done so soon as that. The work will cost about $650,000, and there are a number of heavy eastern contractors who have already requested to be allowed to make bids.

The total arrivals of exclusively freight vessels at the head of the lake for October were 236, of which 144 were coal laden. The customs collections of the year at the port of Duluth will foot up a total of $20,000, which is four times that of last year, when the collections were $4,891. The last contract has been let by the Engineer Corps, U. S. A., for the season of 1893, and about $375,000 has been the total for all the ports on Lake Superior.

The Cleveland firm of Corrigan & Ives, has made a contract with the Standard Ore Company of this city, to handle its ore, making the usual advances demanded by Mesaba ore miners. The Standard Company controls the Cincinnati, Hale Kanawha mines on the Duluth & Iron Range road, and these properties have a minimum stated output for the next twenty years of 250,000 tons a year, and expect to mine in 1893, 400,000 tons. This will give the Corrigan vessels a good business.

There has been a little strike of the dock handlers this week, but it has amounted to little except to force the mills to shut down. It was for an advance of ten cents an hour, to 40 cents, and was successful. The Imperial mill has all its storage capacity full and no boats on hand that it can load, and has been obliged to run very light for several days, so the output of flour for the week will be small. The receipts of flour from Minneapolis and other interior points continues very large. D. E. W.

FLOTSAM, JETSAM AND LAGAN.

William Crosby, who has for some time been mate on the steam barge Starke, has been promoted to master, succeeding Capt. McLarity, resigned.

Charles Paukow has been appointed second assistant keeper of the light station at Huron island and Louis Hintzler assistant at South Manitou, vice Benjamin E. Arnold, resigned.

The Montreal Transportation Co. will build an iron boat at their shipyards this winter to run between Kingston and Chicago. The steamer will be fitted elegantly, and will have a capacity of carrying 500 passengers. She will be built the full size of the locks in the Welland canal.

Captain N. Bartlett, the g. m. a. t. w., who is now in Ashtabula, called at the *Beacon* office recently and imparted the information that his magic cane says: "That if there is money enough in foreign countries to carry this fall's election, Cleveland will take the chair again whether the captain votes for him or not." The captain will vote the Prohibition straight.

William G. Watt, writing in the *American Shipbuilder*, says he recently made the trip in a whaleback from San Francisco to Seattle in eight hours, an average speed of twelve knots. Mr. Watt forgets to state the time the average speed was computed for, as the distance to the best of our memory is about a thousand miles; she would therefore be required to average twelve miles nearly every five minutes to reach Seattle in eight hours. This speed, however, is somewhat rapid even for a whaleback.

The steam barge Roland, of Kelley's Island, sank in thirty feet of water about five miles northwest of Green Island, Lake Erie, last week. She was bound for Detroit with a cargo of stone for M. J. Griffin when the engineer noticed she was making water, and in twenty minutes she settled and went to the bottom. The cook, Mollie Forbes, of Detroit, was the only one who could be placed in the yawl boat, and the remainder of the crew were in the water clinging to the wreck an hour and fifty minutes before they were rescued.

PERSONAL.

Capt. H. Sanders, of the steamer R. J. Hackett, was among ~~our~~ callers this week. A fair season's work keeps the Captain in the best of spirits and he still hopes for a good steady fall with remunerative freights.

Capt. F. D. Herriman, Chief Inspector, American Lake Department of the Bureau Veritas, founded in 1828, visited the Cleveland shipyards on Tuesday, and the Buffalo yards on Wednesday. He will submit the particulars of lake construction to the Bureau at Paris.

Captain Humphrey, general manager of the Detroit Sulphite Fibre Co., and master of the new steamer A. G. Lindsay, has just visited the port for the first time this season. The many Cleveland friends of Capt. Humphrey were pleased to see him looking as well and hearty as of yore.

Mr. E. Platt, Stratton, consulting engineer of the Record of American and Foreign Shipping, published by the American Shipmasters' Association, New York, has been on a tour of the lake shipyards since our last issue. Mr. Joseph R. Oldham, Cleveland. O., is the local representative of this old established classification society in which several lake-built vessels have already been classed and rated.

Mr. W. C. Williamson, of the firm of Williamson Bros., Philadelphia, Pa., has just completed a tour of the lakes and received orders for their well-known combined steam and hand steering gear to be placed on nearly all the new tonnage now under construction at lake shipyards. It is learned that by recent patented improvements and the introduction of new machinery at their extensive works that the cost of these steam steerers has been reduced to come within the easy reach of all classes of tonnage.

Harvey D. Goulder, Esq., has been appointed counsel of the Chicago Insurance Co.

The last Duluth boat of the Northern Steamship Company will leave Buffalo about November 19. The Avon of French's Line will leave on her last trip about a week earlier.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

THE BUREAU VERITAS.

INTERNATIONAL REGISTER OF SHIPPING.

To the Editor of The Marine Record:

CHICAGO, ILL., October 29, 1892.

I again beg to ask you for space in your excellent paper. It has been suggested by gentlemen largely interested in lake shipping, who, I have reason to believe, look upon the system now offered by the Bureau Veritas for the classification of lake vessels, as a correct and reliable one, that I should make known through the columns of THE MARINE RECORD, the origin or source from which emanated the principles, rules and tables for the classification of vessels, as set forth in the Register Veritas. It is not the province of this inspector, who has not data at his command, to give to the public the origin and history of this honorable and ancient institution. But I do with much pleasure here make known the principles governing the present administration, and I cannot place it in any better or more concise form than given in the introductory pages of the Register Veritas.

"The Bureau Veritas is managed by a board of administration, composed of nine members, appointed by the general assembly, in conformity with the statutes. The rules for classification are established by a technical committee, whose members are appointed by the board of administration. It has adopted from its origin a fractional system to express its appreciation of vessels. The marks or signs, 3-3, 5-6, 3-4, 1-2, etc., etc., constitute a formula of classification created by the administration, which remains its personal property. This right has been recognized by all the competent courts of law. Therefore the use of these signs, or fractions, or their assimilation to other signs employed to designate the degree of confidence granted to vessels will be prosecuted as counterfeit. The administration beg to call the attention of ship owners to the rules and regulations for the classification of vessels. Ship owners should be convinced of the necessity of submitting their vessels regularly to the surveys required by the rules and verify the accuracy of the information published. The surveyors of the Bureau Veritas superintend, when written application has been made, the building or repairing of vessels, in order to grant them a character or rate in accordance with the rules. When notified in writing, they rate the vessels which are already built. The surveyors must have free access to examine vessels classed in the Register, at all times, in order to ascertain their condition."

These fundamental or primary principles, together with rules and tables based on technical study (that would, I fear, take too much of your valuable space) are backed up and supported by a British committee of nineteen influential ship owners, ship builders, merchants, engineers and expert surveyors, chosen from the following seaport towns: Ten from Liverpool, two from London, one from Cardiff, one from Sunderland, one from Newcastle-on-Tyne, one from Hartlepool, one from Belfast, one from Hull, and one from Glasgow. They are also represented by 252 agents and surveyors in the following countries: Russia, Sweeden, Norway, Denmark, Germany, Holland, Belgium, United Kingdom, France, Spain, Portugal, Italy, Austria, Adriatic Sea, Greece, Turkey, Black Sea, sea coast of the United States, British North America, French colonies, West Indies and Guyana, Brazil and River Platte, Falkland Islands, Chili, Ecuador, Central America, Pacific Ocean, British India, China, Japan, Java, Africa, Oceanica, and last, but not least, the Great American Lakes.

The Bureau Veritas International Register of Shipping contains the important particulars of more than 9,000 vessels. The Repertoire General is published annually by the Bureau Veritas early in September. This work in itself as a companion to the Register Veritas, published on the first of January every year by the same administration, will be found invaluable to all connected with any branch of the shipping trade. It consists of two volumes, one for steamers, the other for sailing ships, and describe all merchant seagoing vessels afloat, no matter where classed, and saves its numerous subscribers the trouble of searching through the various classification registers, of which eight are now in existence. The administration also publishes a monthly list of all wrecks as damage vessels, with detail particulars of casualties and date of its occurrence, for the benefit of subscribers."

With these evidences of untiring zeal on the part of the administration, its British Committee and numerous agents and surveyors, not only to maintain its prestige, but to keep in touch with the times, and through or by the skill of its technical committee to improve nupo the present type and construction of iron and steel steamers and sailing ships, there can be no doubt with the shipowners and underwriters, who will take the trouble to make themselves acquainted with the rules and tables in the Register Veritas, as to the value of a certificate of classification issued by the Bureau Veritas. It is conceded, I believe, not only by the ship owners but by many of the lake underwriters that their Inland Lloyds are deficient in rules and tables and quite inadequate to convey the correct relative value as a risk of the improved type of lake steamers and sailing vessels, and that a report on material and construction has become necessary. To meet the demand it is evident to every ship owner and underwriter that a careful examination and noting of scantlings, ceilings, coverings, engines, top and outfits must be made by competent surveyors, of every insurable lake vessel, and a written report of same to be kept on file to substantiate the class given. This every reader possessing any knowledge of the work, knows that the list of 2,500 or more vessels given in your Inland Lloyd's Register, cannot be surveyed in the manner described and placed before the public in the desired form, without much trouble, time and expense, notwithstanding the report that New York parties are going to bring out a full fledged lake register in the short space of two or three months.

F. D. HERRIMAN,
Chief Inspector American Lake Department.

MARINE DEVICES PATENTED.

The following list of patents granted by the U. S. Patent Office is expressly reported for THE RECORD by Mr. F. B. Keefer, Solicitor of Patents, Washington, D. C., from whom copies may be obtained at 25 cents each.

Boat-detaching apparatus, T. Turk, London, England	No. 484,648
Life-Boat, P. Hubner, Milwaukee, Wis	484,592
Vessel draft indicator, W. R. Patterson, Manistee, Mich	484,642
Propeller, J. Q. Adams, Jamaica, Vt	484,511
Propeller, D. W. Lord, Malden, Mass	484,503
Propeller, J. G. Wright, Spring Valley, Ill	484,485
Propeller, J. T. Carstairs. Wellington, Canada	484,651
Diving dress and helmet, A. E. Stove, London, England	484,885
Electric search light, L. Hills, New York, N. Y	484,964
Leak-stopper, W. F. Beart, Godmanchester, Eng.	485,121
Construction of ships, A. P. Bliven, Brooklyn, N. Y	484,888

INTERNATIONAL FISHERY PROTECTION.

When the Canadian commissioners last visited Washington for the purpose of discussing, with the view to settlement of the various questions of international interest unsettled between Canada and the Uniied States, one of the matters so discussed was the appointment of a commission of experts to consider the question of the protection of the fishery of the inland lakes, contiguous to the two countries, and the regulation of the use of engines of destruction in non-territorial waters. The appointment of such a commission has now been agreed on. Canada will be represented by Commander Wakeham of the department of marine and fisheries. The commissioners will have access to all matters bearing on and collected by the Canadian and United States governments, and will make investigations duriug a period not to exceed two years. A report will be made jointly and severally to the two governments and will be subsequently used as the basis of an international agreement.

MARITIME LAW.

Circuit Court of Appeals, Second Circuit, July 20, 1892.

SHIPPING—DAMAGE TO GOODS—BURDEN OF PROOF—BILL OF LADING.

Where a ship gives a bill of lading reciting that the goods were received on board "in good order and condition," and afterwards delivers them in a damaged condition, the burden is on her to show that the damage arose from an excepted peril; and, if she is unable to explain the cause of the damage, she is liable. 48 Fed. Rep. 119 is affirmed.

Appeal from the District Court of the United States for the Southern District of New York.

TUG TOWING OVER BAR—DRAFT OF TOW—DUTY OF TUG—KNOWLEDGE OF TOW.

U. S. District Court, Eastern Disrtict of New York.

A tug boat, in undertaking to tow a boat over a bar, the conditions of which are unknown to the tow, is bound to ascertain her draft and not attempt to tow her if the water is insufficient. But when a tow had been many times in charge of a tug over a bar, the requirements of which were well known to all parties, and the master of the tug had no reason to suppose that the tow was loaded deeper than usual, or contrary to the known custom, and took her in the best water, and the tow, in consequence of her unnsual draft, grounded, the tug was held, not liable. BROWN, J.

Judge Swan, of Detroit, has decided a most important case brought a year ago by the owners and insurers of the schooner John Sherman to recover for the loss of that vessel, which was sunk by collision with the steamer Olympia in the Detroit River, on the afternoon of May 8, 1891. The Sherman was in tow and next astern of the steamer Lowell, which had also in tow, astern of the Sherman, the schooner Roberts. The Lowell and her consorts, all lumber-laden, were bound from Cheboygan to Toledo, and were running about eight miles an hour at the time of the collision their course down the river took them well on the Canadian side of mid-channel and at the time of the collision they were below Walkerville, Ont. The Olympia, a steamer of 2,085 tons gross register, laden with 1,850 tons of coal and bound from Cleveland to Duluth, came up the river on the usual course until she had rounded Sandwich Point, below this city, when, for the purpose of picking up the marine reporter, she edged over toward the American side. After passing outside the Fessenden, which lay a few hundred feet above Woodward avenue, the reporter's line was cast off, the "all right" signal given, and the Olympia was put to her usual speed, about ten miles per hour. To put her on her course to pass up the Canadian channel to the east of Belle Isle, her wheel was ported and she swung until she had brought Belle Isle on her port bow. When this was accomplished the Olympia and Lowell had not quite got abreast of each other. The Olympia was then heading under the stern of the Roberts, the Lowell's second vessel. To preserve this course and to check the swing of the steamer, her wheel was starboarded, but failed to break the swing. Seeing this, her master ordered it hard a-starboard, in obeying which the tiller-rope slackened on the barrel of the wheel, indicating unmistakably that the steering gear had given way by the breaking of the tiller-rope. This was seen by the master of the Olympia from his post on the top of the pilot-house, just as he gave the order hard a-starboard. He at once signalled to the engineer to stop and back, which was promptly done, and he instantly followed those orders by sounding three or four alarm signals to the Lowell and her tow, which were then three or four lengths of the Olympia away. The effect of reversing the Olympia was to swing her stern to port and her bow to starboard. Laden as she was, her headway was such, despite the power of the engines, working astern to their full capacity, as to carry her across the current, until, stern on, she struck the John Sherman, cutting into her four or five feet, and the force of the blow lifting the port side of the schooner, springing her deck and throwing her masts out of line. The wheel of the Sherman was put hard a-starboard upon the Olympia's alarm whistles, but her position in the tow prevented any effectual maneuver to get out of the way.

The Olympic was built in 1889, and had been running less than two seasons. She was equipped with the Williamsburg Bros.' steam-steering gear of the most approved pattern and her tiller-rope was of the size employed on steam vessels of her tonnage. The faults alleged against the Olympic in the libel were, first, in not keeping her course and passing the schooner and tow on the port side; second, in not promptly stopping, reversing or checking her speed after she had turned towards the tow. The answer, among other defenses, charged that the Sherman was weak and unseaworthy, and that the consequences of the collision were, in large part, owing to her condition and not to the force of the impact. The main defense was that the collision was unavoidable, and that the steering apparatus had been thoroughly examined before the vessel entered the Detroit river and had been found in good order.

In giving his opinion on the libel, Judge Swan says: "The proofs acquit the Sherman and Olympia of the omission of any measure which would have averted or mitigated the collision after the breaking of the latter's wheel rope. The collision being admitted, the primary inquiry is whether its cause was any defect in the equipment of the Olympia, against which due care and skill could have provided." After reviewing the evidence submitted concerning the Olympia's tiller-rope and steering apparatus, he concludes that they were all right as far as skill and care could make them. "It is not enough," he continues, "to exempt a vessel from the consequences of injury to life and property, but all other precautions are necessary, also the fact that the injury has befallen the libellants without fault on their part, and that they are the only sufferers, has naturally invited a close scrutiny of the defense; but the proofs fail to disclose any grounds for condemnation of the Olympia. The loss must rest where it has fallen and the libel must be dismissed. The circumstances under which the collision occurred justifies the libellants in bringing suit for their loss, as only judicial inquiry could have elicited the evidence which has exonerated the Olympia. If it had appeared that an equally full showing of the proofs in her defense had been made prior to the filing of the libel I should have followed the American rule and allowed costs to the claimants, but under the circumstances no costs will be allowed.

THE LOSSES THROUGH ONE FALL GALE.

On Friday afternoon, October 28th, the weather which had been acting unsteady for twenty-four hours previously, veered to the northwest, and by midnight a sixty to seventy mile gale was blowing over the several lakes, resulting in a loss of a number of lives and costing including wrecking expenses fully a million dollars.

The principal losses are as follows at Cleveland: The steamers Pontiac, Maruba and Ketchum, sunk in about 20 feet, schooners Samana, Col. Cook and Glad Tidings, constructive total losses and the yacht Mott B. sunk, all inside the breakwater. The schooner Nellie Hammond, loaded with wheat, while seeking shelter became a total loss on Muskegon South pier, and her master Louis Michelson was drowned. The barge Mishicott piled herself up south of Manistee, and the crew were reached only by the heroic efforts of the life-saving crew. The schooner Zack Chandler, loaded with lumber, parted her tow line near White Fish Point, on Lake Superior, and went ashore four miles east of the Deer Park life-saving station, with the loss of one man, the schooner becoming an actual total loss. The barge Sunshine was abandoned water-logged on Lake Erie, the crew being rescued by the propeller Hudson, she was eventually picked up and towed into port. The schooner A. P. Nichols dragged ashore on Pilot Island at Death's Door entrance to Green Bay, and filled with water. The schooner H. P. Baldwin was driven ashore, and filled near Colchester, Lake Erie. The steambarge Canisteo with consorts Pomeroy and Stewart stranded twelve miles below Cheboygan, and scow Essex on Light-House Point near the same place. The schooner Lillie Pratt drove ashore near Frankfort, the steamer City of Naples stranded on False Presque Isle, and the tug Onward was driven against the piers and sunk at Traverse City. The schooners Jennie Mullen and Commerce lost all of their canvas on Lake Michigan. The steambarge Havana carried away her topmasts, the schooner Ewen parted her tow line and had her decks swept, and the barge Hattie sprung a leak and water-logged, all on Lake Huron. The consorts of the Pawnee broke away off the Beavers, and a $16,000 dredge sunk off Pt. Pelee, the schooner Odd Fellow stranded near North Port, and the Lizzie Law after losing her canvas got an anchor down in time to prevent her going ashore in the same locality. The schooner Four Brothers drove ashore near Sturgeon Bay, and the John Schuette at Elk Rapids. The revenue cutter Fessenden also stranded near East Tawas, Lake Huron, and the Canadian schooner Grantham piled herself up on Lake Ontario. Wreckage from a large steamer has also been found on Lake Michigan, but at this writing the loss of a large new freight steamer requires confirmation. There were a large number of minor casualties and groundings, the most important of which was the large Lehigh Valley Line steamer Tuscarora, ashore at the mouth of Detroit river, with heavy bottom damages.

THE LUCAS SHIP.

The plans of the Lucas ship have been received by the Mississippi River and Ocean Navigation Company, from Dubuque, Iowa. The company proposes to build vessels adapted to both river and ocean navigation, and to operate a line from the wharves of St. Louis direct to South American and Mexican ports. The plans were made by the Iowa Iron Works Company, and the estimated cost of the first vessel is $200,000. She will be built of steel, with the latest equipment of machinery, and is to carry well on a light draught. In order to accomplish this the vessel had to be especially designed. It appears that she will be a flat-bottom craft, provided with a center-board. The length over all is 230 feet, beam 40 feet, depth of hold to upper deck 18 feet. The center-board is divided into three sections, and can be lowered into the water from 1 to 7 feet. The vessel will carry 1,000 tons on 7 feet and 1,500 tons on 9 feet draught. She is to be built entirely of steel, with water-tight compartments and a three feet double bottom. The machinery equipment will include triple expansion engines, twin screws, Thorneycroft marine boilers, and steam steering apparatus. The machinery will be all placed aft in order to provide more space for freight. A complete electric light plant for search lights and illuminating purposes will complete this part of the equipment. The vessels will be built strictly for freight, and will afford little or no accommodation for passengers.

THE FISHING INDUSTRY.

(ILLUSTRATED.)

The accompanying illustration is taken from a painting in the Paris Salon entitled, "Lifting the Nets," and is an excellent representation of the manner in which this portion of the industry is carried on over the Great Lakes.

The volume of fish caught on the lakes last year is not surmised even by those who are actively engaged in the navigation of these waters, yet, in 1889 the Lake Erie catch averaged nearly four tons for every square mile of water, and it is thought that under thorough regulation and judicious culture the fish product of Lake Erie will be three or even five times as great as that of the last census year.

Statistics now annually collected show that the value of the products of the commercial fisheries of Michigan, with her coast line of more than 2,000 miles, amounts to about $1,500,000, besides furnishing a means of livelihood to a large number of people in the pound and gill and seine net fishing. To assist the industry the State Fisheries Commission in 1890 planted spawn in fifty-two counties, embracing three hundred and ninety-eight streams. A new station for distributing the artificial propagation has also been opened on Lake Superior, where notwithstanding the ground has been too closely worked, one fisherman alone reported a catch in 1889 of 510,000 pounds of whitefish, and 490,000 pounds of lake trout, of a cash value of $40,000, and the total of whitefish, trout and herring caught that year amounted to 2,674,702 pounds at a valuation of $125,325.72.

The census bulletin on lake fisheries shows that a steady development of these fisheries has gone on during the past ten years. Ten years ago the total catch of Lake Michigan reached 11,570 tons, worth $668,000, while that of Lake Erie, the greatest producer of the five, was 14,500 tons, valued at $474,000.

"LIFTING THE NETS."

In 1889 there were taken from the waters on Lake Erie the immense amount of 31,780 tons of fish worth over $1,000,000, while the production of Lake Michigan was but 13,000 tons, worth $788,000, the difference in relative value being due to the fact that while 60 per cent. of Erie's product is herring and less than 6 per cent. of it trout and whitefish, 45 per cent. of the catch of Lake Michigan is trout and whitefish, and herring constitute but 35 per cent. For all the lakes the percentage of increase in the value of the product in the ten years is 58.25, while 53 per cent. more men are employed, and 110 per cent. more capital is invested than ten years ago. Lake Ontario is the only one of the group where the industry has retrograded in the decade, the total catch falling from 1,820 tons in 1880 to 1,346 in 1889, a loss of 46.5 per cent. in the value of the product. This result is by no means indicative of the exhaustion of Ontario fisheries, but comes rather from the legislation of New York State, restricting commercial fishing in the waters of that lake.

THE INLAND LLOYD'S VESSEL REGISTER.

The supplement for November issued by Captain McLeod, manager of the Inland Lloyds Vessel Register shows rather an unusual amount of new tonnage registered—three steamers, three tugs, two schooners, and three tow barges, with an aggregate net tonnage of about 7,386, and a total insurance valuation of $854,000. These include two of the Lake Michigan ferry steamers, one of which is about ready to be placed in commission under the command of Capt. Ed. Kelly, of Cleveland, building by the Craig Shipbuilding Co., of Toledo, the Ann Arbor No. 1 and Ann Arbor No. 2, registered at 564 tons each, and valued at $200,000 each, and the propeller William B. Morley, of 1,565 net tons, building at Marine City by Morley & Hill, and named for her managing owner. Her valuation is given as $125,000. The tugs are the William D, 26 tons, and Sunol, 31 tons, built by Down, of Ashtabula, for himself and others, and each valued at $12,000, and the tug Perfection just completed by James Davidson, of Bay City, valued at $15,000. The schooner launched Saturday by the same builder is recorded in the supplement as the Dundee, registering 995 tons and valued at $50,000. His schooner Aberdeen, which has been in commission about a fortnight, is given the same valuation with a net tonnage of 994. The barge Loretta, built at Sebewaing by Carpenter Bros., which was in Cleveland last week on her first trip, is entered in the supplement as the property of Clifford C. Brooks, of West Bay City, with a net tonnage of 312, a valuation of $10,000 and a rating of B1. The whaleback barges 126 and 127, each registering 1,168 tons and valued at $90,000, complete the list of new tonnage. The old barge Magnetic, which was rebuilt as a tug, is now known as the H. W. Johnson, registering 166 tons, valued at $18,000 and rated A2. The steam barge W. P. Thew is given a valuation of $18,000 and a class of A2, these columns in the register not having been filled all summer.

TO UNDERWRITE CARGO RISKS.

An important combination has just developed in Chicago for the purpose of underwriting cargo risks. The Chicago Insurance Company, which has been authorized by the State Auditor to begin business, may completely upset the present method of insuring cargoes on lake steamers. For a long time shippers have been dissatisfied with their insurance, particularly on grain. They have believed that they have been required to pay too big commissions to the local agents. Last spring most of the shippers in Chicago and at the head of Lake Superior entered into a consideration of the subject, and they have ultimately united in organizing the Chicago Insurance Company. The purpose of the company is to insure the cargoes of the stockholders, thereby saving the local agents' commission, and if there are any profits in the business they will eventually go back to the shippers, thus becoming in part a mutual company. It has taken three or four months for the State Auditor to pass upon the papers of the new concern. Now that it has been authorized to do business in the state, the company will begin operations at once. It is proposed to engage one man to attend to all the insurance, and he will divide among the various companies the risks placed with him. As shippers control the business they will be under no expense to local agents. The new company is authorized to do a general insurance business, but it will be confined principally to risks on cargoes. Harvey D. Goulder, of Cleveland, is its attorney; George Boyden, of Chicago, A. D. Thompson, of Duluth, and the Pillsbury Milling Co., of Minneapolis, are among the more prominent stockholders.

This method was primarily advocated by a local marine insurance agent at Cleveland, though his original plan included hulls as well as cargoes. In this plan it was proposed to save the assured in the first place the amount of general agents' commission and expenses, which was placed at nearly forty per cent.; any profits accruing from the season's business over and above a certain percentage was then to be equally divided *pro rata* with the assured, the same to be applied in the reduction of the premium on the following season's policies. By this means a prosperous season would result in freeing the assured from a no inconsiderable sum in premiums, while the original assurer accepted the risk as shown on its face.

So far the plan was a mutual insurance, and it is on these lines that the Chicago Insurance Company seem to have started out.

We note the following vessels have been classed or rated during the last week by the American Shipmasters' Association in its Record of American and Foreign Shipping: American three masted schooners "Carrie L. Godfrey," "Charmer," "Emma," "Lizzie," "Heyer" and "Milford," American four-masted schooner "Prosper," American Barkentine "William H. Deitz," and Danish Bark "Arica."

The Marine Record,

ESTABLISHED 1878.

Published every Thursday, at 144 Superior Street (Leader Building,) CLEVELAND, O.

IRVING B. SMITH. }
CAPT. JOHN SWAINSON } - - - Proprietors.

BRANCH OFFICE.

CHICAGO ILL., - - - 35 Franklin St.

THOMAS WILLIAMS, Associate Editor.

SUBSCRIPTION.

One copy, one year, postage paid, - - - - - $2 00
One copy, one year, to foreign countries, - - $3 00

Invariably in advance.

ADVERTISING.

Rates given on application.

CLEVELAND, O., NOVEMBER 3, 1892.

AT least some dredging ought to be carried on in Cleveland harbor this fall, a scant fifteen feet is a ridiculously shoal entrance, especially if there is any sea on, and this is about the mean draft of water that seems to obtain at the present time. It will be disastrous to the commerce of the port if owners get it into their heads that their vessels must charter for anywhere but Cleveland, yet, with such another experience as the past week this would only be a natural sequence.

THE majority of the losses occasioned through the gale which prevailed over the lakes on Friday night, October 28th, took place inside of, or directly at the entrance to what are considered well-protected harbors. The query presents itself, are such harbors the best places to reach for in a hard gale? Certainly the experience of the past week would tend to discredit such action as long as the open lake could be kept and this is markedly so in the case of several large steamers.

THE eight-hour labor day made compulsory through an act of the last Congress, on all government works, contracts, etc., presents features which it is questionable whether the country, as between employer and employe are quite ready for at this time, and we can but again point out to contractors for government work, the margin which should be figured in on all bids preparatory to submitting estimates on proposals for departmental work. It has been computed that one eighth should be added to cost of contracts under the new law, but, where labor conditions enter largely into the question, one-fifth additional would seem to be a more equitable method of arriving at the actual outlay required on account of the eight-hour system.

A nondescript journal, which is presumed in some quarters to be a would-be marine paper, purporting to voice the interests and advocate the advancement of the lake marine, states in a recent issue that the steam yacht Comanche built at Cleveland, is furnished with a teak wood jibboom. Readers of THE MARINE RECORD who are actively engaged in the sailing industry, will know perfectly well that a teak wood jibboom has seldom, or never, been rove inside of a cap. For the information of others, we may state that the Comanche is fitted with a standing bow-sprit and does not carry a jibboom at all, and for obvious reasons, it would be idiotic to furnish such tonnage with a teak wood "horn" consequently the owner and the builders have not done so. Infantile efforts are always feeble, certainly better things ought to be hoped for in the future of the publication cited. The first duty which the pen-pusher on a technical journal should learn, is, at least a smattering of the technique.

THE terrible loss which the city of Milwaukee has just experienced through the fire fiend being let loose in her business center, is now estimated at six million dollars. The suffering among the burned-out citizens is incalculable, no less than three thousand having been furnished meal tickets and given temporary quarters in steamboats, school-houses and other places. The relief committee has taken energetic and well-advised measures to protect the homeless, and liberal donations have been forwarded from many sources, so that it is hoped that before the snow flies some adequate provision will be made for those who have lost their all. The large corporations are going ahead with the work of re-constructing their burned buildings, but thousands will feel the loss for years to come. Those who are blessed with a liberal share of the world's goods could not find a more worthy occasion than the present to distribute a beneficient donation to the burned-out population of the Cream City.

PROTECTION OF SEAL LIFE.

Whatever conclusion the arbitration commissioners may arrive at regarding the national jurisdiction, if any, to be exercised over the Bering Sea, there can be but little doubt that the step taken to police those waters pending a settlement of the points in dispute has probably been the means of protecting the fur seal from total extinction, especially in the rookeries on the Pribyloff Islands.

The special commissioner appointed by the United States to gather authentic data and statistics has now made his report to Washington after spending some time on the seal islands investigating matters relating to the entire seal fishery. He says that the poachers have practically exterminated the fur seal. This danger has been predicted from year to year by experts who have watched with alarm the increasing slaughter. The industry is going the way of all others. The inordinate desire for great profits leads the seal hunter to kill indiscriminately. The result is inevitable. The seal is disappearing. Through careful protection of the breeding seals the rookeries increased in size from 1870 to 1886, though the government allowed the company which had the lease of the seal islands to take 100,000 a year. This was because only the young male seals were killed, those which were never allowed by the male breeding seals to land on the breeding grounds. The work of poaching began in 1886 between the Canadians who prowled about the islands and those who sought the seals in the deep seas. The poachers spared nothing but killed all the seals they found and soon the rookeries showed the effects of the slaughter. The government restricted the authorized catch and tried to protect the seals from the depredations of the poachers but without much success. Six years have passed and, as Mr. Alexander says, the fur seal is almost exterminated. He insists that the animals have not migrated, but have been killed. The business has been too profitable. It has excited the cupidity of mankind and the penalty is extinction.

Besides determining the territorial rights in the Bering Sea question, it is to be hoped that the distinguished arbitrators will give the world some better understanding of the coast boundary line, that is, where national jurisdiction ends and neutral waters begin. A recent authority on the rights of search, boarding vessels, etc., published by the United States government, fixes the limit at four leagues off the coast, American or English leagues, which means the same thing, understood as a matter of course, and representing three geographical miles to the league. The Dutch and German league contains four geographical miles, while other European nations measure by a different standard. Besides this uncertainty regarding the distance seawards over which a government has jurisdiction, according to international law, it has been asserted that control may be assumed to a point within that limit of range of effective artillery, and certainly, the Alabama was never allowed to approach the coast or capture a chase within that limit and the waters in which she fought her final battle with the Kearsage has never been considered other than neutral territory. Since that date, however, the national maritime demarcation has become somewhat obscure, if not an entirely unreliable quantity.

UPBUILD THE MERCHANT MARINE.

Judging from advance sheets of the annual report of the United States Commissioner of Navigation, the merchant marine stands a fair show of receiving that national attention to which it has so long and righteously been entitled.

In relation to the mail subsidies, the Commissioner points out the danger now threatening our commerce on the Pacific coast, in that the British government are upholding their tonnage in that trade to the extent of $400,000 annually, while the United States merchant marine is left to wriggle along as best it can in the face of such unfair odds. It is further shown that the measures of relief adopted are not adequate to the restoration of American shipping engaged in the foreign commerce, and that this branch of our merchant marine has declined from 75 per cent. of the total early in the century to 12 per cent. at present. This is surely not as it ought to be, where phenomenal advances have marked the prosperity of the nation on all lines of political economy, save this one alone.

But the friends of the American ship have by no means given up the fight, and our legislators are beginning to comprehend that the condition of this industry now demands that drastic measures must be taken to resuscitate that which is required to place the nation on a thorough commercial basis as a maritime power. The intelligence and patriotism of the people at large now appreciate the importance of the restoration to the seas of our merchant marine and will eventually insist upon Congress enacting such measures as will give adequate assistance towards the upbuilding of our shipping.

Had the mail subsidy policy inaugurated during the existence of the fine transatlantic steamers operated by the Collins line been persisted in, the United States would no doubt now be carrying ninety instead of a paltry twelve per cent. of our own traffic, but instead of this, we threw up our hands, as it were, and while England increased her Atlantic postal subsidies, the United States first reduced and then revoked all claims to a participation in the rights of commerce by withholding the necessary assistance to compete with foreign subsidized lines.

It is quite within our province at this time to quote a parallel in the question of railroad transportation, and ask, what would be thought by the citizens of this country if 88 per cent. of our commerce and all of our passenger transportation was absorbed by foreign powers? Would there not be a determined and popular effort made to establish some national lines, or would Americans rest satisfied with the control of their inalienable rights vested in the hands of foreigners? As railroads are to the land, so is the merchant marine to the seas, and the average American may be eminently trusted to so grasp the subject as to insist upon a fairer share than twelve per cent. of the traffic reaching the American merchant marine.

CLASS LAKE TONNAGE.

All evidence now points to the foundering, with all hands on Friday night last, of another large new freight steamer loaded with 3,000 tons of coal. Should later particulars prove that the present assumptions are correct, and as the vessel is several days overdue there seems but little doubt that they are, an entire revision of the backwoods style of surveying, rating, and classifying large vessels will be demanded by the underwriters.

There is no reason why lake vessels should not receive the same attention from the maritime world that the universal tonnage exacts, yet, up to the present time it is not officially known through any properly authorized classification society that a pound of tonnage is under construction on these waters, and, if underwriters desired to place any hull insurance on lake vessels they would be compelled to place it "pig in the poke" fashion, having no register to guide them on the rating of the bottoms that they had, or might have, placed their money on.

The handsome, well-built and equipped steam tonnage of the lakes is deserving of a wider and more beneficial recognition; but, this can only be brought about through a proper inspection and rating in a universally recognized classification register.

WHAT is the danger or distress signal day or night for the lake marine? Is there any? or does the Board of Supervising Inspectors believe that none are required? The international code signal N. C. is known and in use wherever a set of signals are kept on board, but they are not used on the lakes, the same can be said of the semaphore system, with the addition, that the symbols are entirely unknown. A minute gun, rockets or shells, none carried. What then is the licensed officer required to understand in the way of danger or distress signals when his license is issued to him? Is there a United States officer issuing licenses on the lakes who requires a candidate to know how to make a danger or distress signal. We think not, but it is time they should.

THE FREIGHT SITUATION.

The general freight situation is not so encouraging as it looked a week ago, partly on account of the decline of ore and wheat shipments, and a feeling that vessels were entitled to more remunerative rates during the hard fall weather. Rates, however, remain firm with indications of an advance.

Ore—Ashland to Lake Erie ports and South Chicago, $1.30; Marquette to Ohio ports, $1.05; Escanaba to Buffalo, 85 cents, and 80 cents to Ohio ports. Other rates are unchanged.

Grain—Duluth to Buffalo is quoted at 4 cents on wheat but vessels have been offered at a lower figure, and even then were sent for ore, 3½ cents having been accepted to load Friday. The Chicago wheat rate is still 2½ cents to Buffalo and strong at that figure; barley is quoted at 2¼ cents. Toledo to Buffalo wheat is 2¼ cents.

Coal—Rates are firm but unchanged; 75 cents to Chicago; Milwaukee, 70 cents; Duluth-Superior nominal at 25 cents; Toledo to Duluth, 40 cents; Cleveland to Escanaba, 55 cents, and to Green Bay, 70 cents.

Better figures than the foregoing are looked for at an early date, and a brisk wind-up to the season is anticipated by vessel men, though it must come along pretty lively to be of any importance in the way of season's earnings.

The following lake built vessels have received official numbers from the bureau of navigation, Washington, D. C., during the week ending October 29, 1892: Steam vessels, Thomas Maytham, Buffalo, N. Y., gross tonnage, 2,330; net, 1,973 tons; Elizabeth G., Milwaukee, 25 gross tons; John M. Edson, Toledo, 20 gross tons; Surprise, Toledo, 17 gross tons.

LOSS OF THE LARGE STEEL STEAMER W. H. GILCHER.

There is no longer a shadow of doubt but that the overdue steamer W. H. Gilcher, loaded witn 3,000 tons of coal, foundered with all hands on Lake Michigan in the northwest gale which raged over the lakes on Friday night, October 28th.

The gale was one of the hardest blows ever felt on he chain of lakes, but it is not thought in well-informed circles that the powerful new steel steamer was overborne by the weather. The undoubted capabilities and experience of Capt. Lloyd H. Weeks, her master, renders the theory of her striking on a reef and proceeding on until the leak gained suddenly on the ship, untenable. That an accident might have happened to her boilers and machinery is, of course, among the probabilities, and, from the quantity of wreckage, it is also judged that a collision may have occurred, but all of these beliefs are simply based on the personal suppositions which invariably arise in all such cases of total loss.

The only certainty that exists, is the fact of the loss of the vessel with all hands, but the cause of the result has yet to be explained.

The W. H. Gilcher was built by the Cleveland Ship Building Co., only last year, and about two months ago gained a record for carrying the largest cargo of wheat ever put afloat on the lakes up to that time. Her structural abilty, carrying capacity and general seaworthiness, has been highly commented upon, and it was thought that the impact of a collision, only with as large a vessel as herself could have injured her. Details of the casualty, however, are only being slowly gathered, and as we have said, no positive evidence that the wreckage found in Lake Michigan belonged to the Gilcher, has yet been ascertained. This steamer is a week overdue, and consequently she must have gone down, such is the well-founded belief on all sides, and further particulars must await our next issue.

Hon. C. H. Tupper, Dominion minister of marine and fisheries, has left for England, taking with him the tercoun case for Canada in rebuttal of the case submitted by the United States in the Bering Sea arbitration. He will submit his argument, a voluminous document upon which he has been laboring hard for more than a month, to the foreign office in London, where it will be gone over before it is formally filed.

A RAILROAD TRANSFER STEAMER.

(Illustrated.)

Our illustration on this page shows the large wooden railroad transfer ferry steamer well along under construction at the yards of the Detroit Dry Dock Co. and the closeness of her frames is indicative of the staunch construction all through.

The transfer steamer is in an advanced state of construction. Her frames are all up, and the steel straps which cover her frames diagonally up and down the frames and across each other, 4½ " wide and ranging from ⅝ to ⅞ of an inch in thickness, are all placed: in fact her planking is now nearly finished.

She is all ceiled up inside, the engine and boiler deck laid, and beams almost all laid for the main deck, upon which deck will be placed accommodations for the crew, besides huge tanks for equalizing the vessel's trim. The pointers or breast hooks at either end are already in. These immense timbers are 18x12 inches in size.

The bilge keelsons are in two timbers aggregating 28 inches by 14 inches in size, in addition to which there are on each side two single timbers 14 inches square running fore and aft.

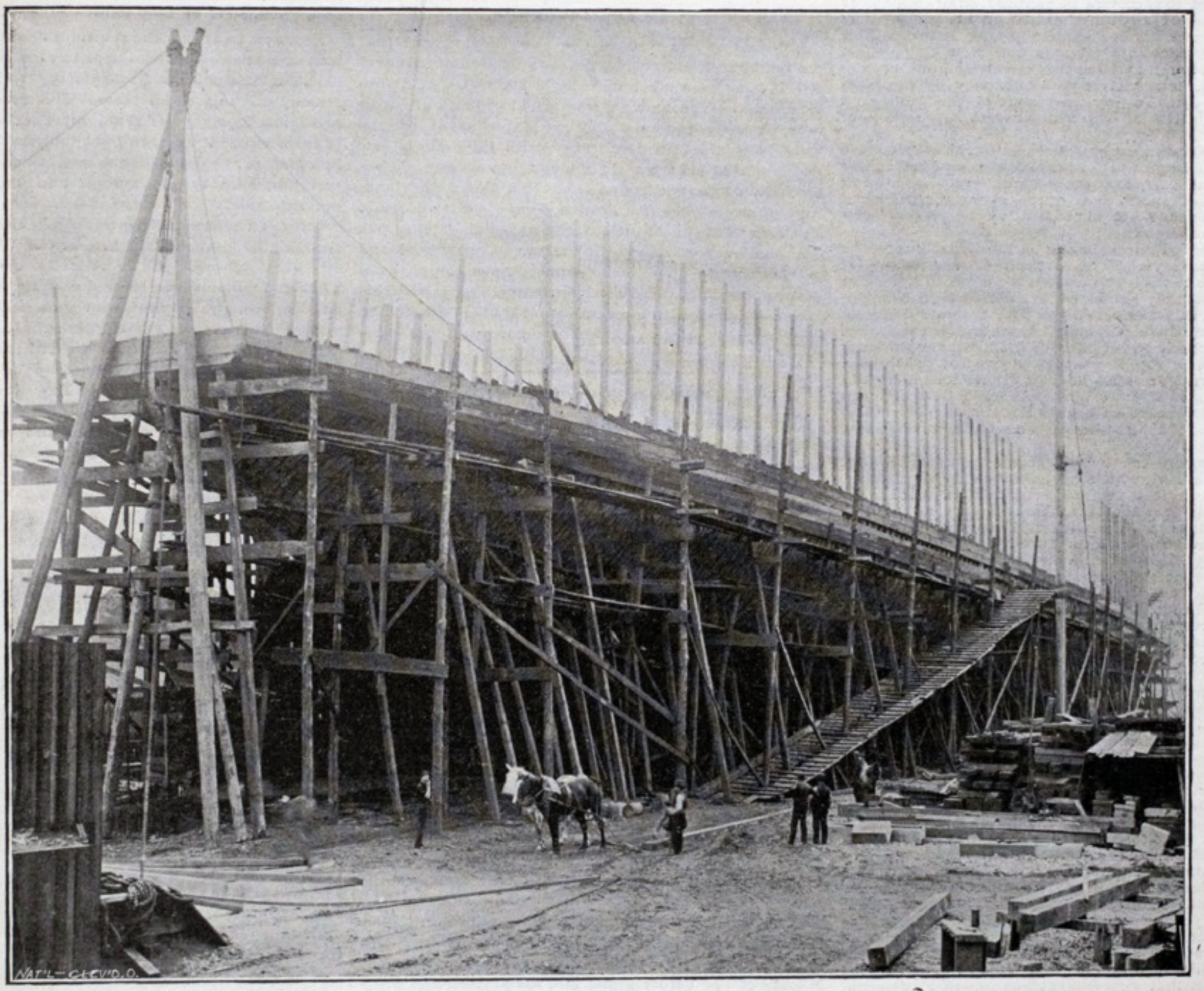
The main keelson consists of five timbers running fore and aft the ship, each of which is 15 inches square, and the riders consist of two timbers 15 inches square, also running clear through her. The beams of the three decks are unusually strong, the distance between centers being 33 inches. Beams to boiler and engine deck are 10x10 inches, and the main and car deck beams are 10x12 inches in size.

The frames at the throat are 2 feet thick and taper up to 7½ inches at sheer height. Planking is of 6 inch oak all the way up, and her ceiling from main to car deck is 6 inches thick.

Unusual precautions for strengthening the vessel are to be seen all through the construction, and the stringers in shelf directly under the main deck consist of two pieces 12 inches by 8, running lengthwise the entire ship; the shelf under the car deck is 4½ feet wide and 7 inches thick.

The "St. Ignace," which she is to aid, as an ice crusher throughout the winter in the Straits of Mackinac, has become world renowned for her ability to plough through winrows of ice 8 and 10 feet, and she has done it successfully for several years. The vessel now building is to be 40 per cent. larger and stronger proportionally and will be the most storm-defying and ice-destroying vessel ever built on the lakes. A feature of this vessel, the same as is to be found in all the vessels built by the Detroit Dry Dock Co., is the excellence of the material in the first place supplemented always by the very best workmanship and strongest fastenings. That she will be all that her builders predict, and her owners desire, goes without saying, for the tonnage turned out at the yards of the Detroit Dry Dock Co. has always given unbounded satisfaction throughout their career.

In addition to the brisk state of shipbuilding at the yards of the company, commodious new engine shops and boiler shops have just been completed, so that for shipbuilding in all its branches, metal, composite or wooden, construction of machinery, and magnificent dry dock facilities the Detroit Dry Dock Co., stand among the more prominent industries of the United States.



A RAILROAD TRANSFER STEAMER.

BUILDING BY THE DETROIT DRY DOCK CO.

NICARAGUAN CANAL CONVENTION.

The following call has been issued from Columbus, O:

In pursuance of a resolution of the Nicaragua Canal Convention, held at St. Louis on June 2, and by order of the executive committee, I call upon the delegates of said convention to reassemble at New Orleans on November 30, 1892, to consider further the question of the immediate construction of said canal under the protection and control of the United States in the interests of commerce and the republics of the Western Hemisphere, and such other matters as may come before them. I request the Governors of the States, municipal authorities, chambers of commerce and boards of trade to notify their respective delegates to fill vacancies of such as are unable to attend, and such public authorities and commercial bodies as have not heretofore appointed delegates that they do so at once; commercial bodies to send one delegate for each hundred members.

The importance of this great work to the people of the United States cannot be over estimated, and, the time being so close at hand, all newspapers are requested to publish this call. GEORGE L. CONVERSE,

Chairman Executive Committee.

ANNUAL REPORT OF THE UNITED STATES COMMISSIONER OF NAVIGATION.

E. C. O'Brien, commissioner of navigation, has just submitted advance copies of his annual report to the secretary of the treasury. After tracing the history of the protective policy adopted during the administration of President Washington, he describes the remarkable change which was consummated by the act of May 24, 1828, under the provisions of which statute foreign vessels were admitted at United States ports upon the same terms that applied to American vessels. This attempt at free trade in shipping was inspired, he says, by our early maritime successes, but under the new conditions as to the material of ship building iron for wood, and the gradual appreciation of wages in the United States, the greater relative of cost of building and operating sea-going vessels has thrown the advantage largely on the side of the nations of Europe.

The commissioner says that all that has remained to us in ship building and in the carrying trade is due to the fact that we have rigidly adhered to the protective act of February 18, 1793, under the provisions of which statute the domestic trade of the United States is confined to American vessels. Upon this subject he says: "This exclusion of foreign vessels from participation in our domestic or coastwise commerce has alone saved our ship building and shipping interests from ruin. In this absolutely protected branch of our merchant marine we have attained to successes in nautical affairs which far surpass those of any other nation on the globe. The American built ocean steamers plying between New York and Savannah, Galveston and New Orleans, on the Panama route, and on other coastwise lines, are unsurpassed in construction and efficiency by steamers of the same class in any other part of the globe, and are the admiration of ship builders and ship owners of the world.

The high attainment of American naval architecture and ship building is also splendidly exemplified in the vessels of the American yacht clubs, which in point of beauty and of speed, and in the general qualities of nautical efficiency, are unequaled by the pleasure vessels of any other nation."

In speaking of our shipping on the Great Lakes, the commissioner says: "This branch of our merchant marine, in so far as it relates to trade between American ports, is absolutely protected against foreign competition. From this cause and the fact that our domestic trade between lake ports constitutes by far the larger part of the commerce of the Great Lakes, our shipping so employed is enjoying a high degree of prosperity. Our lake tonnage increased from 711,269 tons in 1882 to 1,183,182 tons in 1892. It now embraces a fleet of large steam vessels, models of beauty and nautical efficiency, which offer to shippers and passengers an unsurpassed transportation service."

In referring to the Pacific coast, the commissioner points to the fact, which he describes as significant, that while American steam navigation has been absolutely driven from the transatlantic trade, it survives on the Pacific ocean, first for the reason that the American transpacific steamer lines are liable to sustain themselves through association with the absolutely protected steamer line between New York and San Francisco, that line having since it was started in 1849 been regarded as a branch of our domestic commerce in which no foreign vessel can engage; and, second, for the reason that other American transpacific companies enjoy the benefit of protection which arises from their association with a transcontinental railway line. The commissioner, however, calls attention to a threatening danger on the Pacific, to-wit: the fact that the Dominion government, at an outlay of about $210,000,000, has enabled the Canadian Pacific Railway Co. to construct its line across the continent and to place on the Pacific ocean, between British Columbia and China, a line of steamers which receive from the Canadian and British governments an annual subsidy of $400,000, which is about five times the amount paid annually to American steamers carrying to and from Asia mails which several times exceed in magnitude the mails carried by the Canadian line. The total annual subvention to this combined Canadian and British government line of railroad and steam navigation amounts to about $10,000,000 a year. Besides, the Dominion government has passed a statute in terms allowing the Canadian Pacific to discriminate unjustly against American transportation lines, and, in order to make sure of securing the Asiatic trade, that government has imposed a discriminating duty on tea and coffee when imported into Canada from the United States.

Commisioner O'Brien regards all this as an assault upon the dignity as well as upon the commercial and shipping interests of the United States, and as a protective measure recommends the imposition of discriminating duties upon Asiatic and Australian goods when imported into the United States from Canada.

The Commissioner next presents some statistics showing that while the tonnage of American-built vessels employed in the protected domestic trade of the country has advanced, the unprotected or foreign commerce branch of our merchant marine has declined from 75 per cent. of the total early in the century to 12 per cent. at present. He also shows by other statistics to which he refers, that the measures of relief already adopted are not adequate to the restoration of American shipping engaged in foreign commerce.

In speaking of the bill now pending in the House of Representatives, which was reported favorably to the House by the Committee on Merchant Marine and Fisheries, for admitting foreign-built vessels to both our domestic and foreign trade, the Commissioner says:

"In the light of all the lessons of experience, which show that the measure of success which we have attained in maritime affairs, is absolutely due to the protection which is accorded to our shipping engaged in domestic commerce, the adoption of such a policy as that proposed by the House Committee of Merchant Marine and Fisheries would in my opinion inflict upon the ship-building and ship-owning interests of this country a more severe blow even than that which they received from the depredation of Confederate cruisers during the late War. The great ships now on the designers' tables in this country would go to foreign shipyards for construction, and the United States would lose the now brightening opportunity of recovering a place in foreign commerce commensurate with its wealth, the skill of its constructors and the courage and enterprise of its seamen."

A NEW COALING STATION.

Advertisements have been issued by the Navy Department inviting proposals for the construction of an iron and steel pier at the recently acquired coaling station in Pagn-Pago harbor, Island of Tutuila, Samoa. Bids are to be opened December 21. Work on the pier is to begin within thirty days after the contract is awarded and is to be completed within nineteen months thereafter.

Prospective bidders are informed that the formation of the island is coral and that there will be little difficulty in sinking the screw piles of this pier to their proper depth. The mean rise and fall of the tide in the harbor is given at three feet, except in the spring tides, when it is four feet. An officer of the navy will be sent to Samoa to superintend the construction of the pier.

THE NAVAL RESERVE.

Information has reached the navy department that preliminary steps towards the organization of a naval militia have been taken recently in the states of Pennsylvania and Vermont. There are already eight states with properly equipped and creditable naval reserve forces organized in conformity with the national law and receiving aid from the federal governmen. They are Massachusetts, Rhode Island, New York, Maryland, North Carolina, South Carolina, Texas and California. The growth of this branch of the national defense has been extremely gratifying to the navy department and in view of the increased demands upon the national government for assistance, Secretary Tracy will this year ask Congress to increase from $25,000 to $50,000 the amount appropriated for the equipment of the state naval reserves.

CEREALS IN THE NORTHWEST.

The largest official visible supply of wheat in this country was on January 17, 1887, when stocks at principal points of accumulation were 65,823,581 bushels.

The best of No. 2 hard wheat is selling in Kansas at 45 cents a bushel. Such a price, and a lower one for off grades, cannot be an equivalent to the cost of raising it.

Secretary Smith, of the Toledo Produce Exchange, on present prices of wheat is quoted as follows: "Deborah, in her song, said that the 'stars fought against Sisera.' It seems to us that the stars, as well as every other influence was fighting against the price of wheat. Accumulations are multiplying in all directions. The wheat and flour on ocean passage increased last week 2,232,000 bushels, which added to the increase of our visible supply makes an increase in sight of 6,543,000 bushels in a week, and still it comes in volumes far exceeding the great crop movement of 1891. It beats Deborah and the stars all to smash. We have been counting on a reduced movement of winter wheat, but it does not reduce much."

THE CORSICA'S GOOD RECORD.

Anent the trip record of a well-known steamer, the Ashtabula *Beacon* says:

"The Corsica, one of the three magnificent stee steamers comprising the Mutual Line, is in port with her 34th cargo this season. Last year she carried but 28 loads of ore before going into the grain trade, while in 1890, her first season, she brought down 34 cargoes the same number she has to her credit up to the present time. Capt. Cummings hopes to make six trips yet before the close of navigation, but is doubtful about his being able to do so. The value of vessel property of this kind can be determined when it is known that thi one boat has brought down, already this season 100,000 tons of ore, on which the freight amounted to about $75,000.

DEATH OF CAPTAIN BORCEY.

Captain C. D. Borcey, of Chicago, who has been employed by the Goodrich Line as master for more than thirty years, committed suicide last week by shooting himself through the heart. Captain Borcey was fifty-seven years old and was born in Burlington, Vt. At the age of fourteen he shipped as a cabin boy on a sailing vessel known as the "Old Sam Ward." Early in the 50's he settled in Chicago and has lived there since. He had been captain of the Chicago, the Sheboygan and the Muskegon, of the Goodrich Line, and until a few months ago was captain of the Indiana. Two months ago he was attacked with dropsy and heart disease and was obliged to relinquish work. Captain Borcey was a charter member of the Apollo Masonic Lodge, and leaves a wife and seven children.

NOTES.

THE war department has issued an order that there must be at least twenty-two feet of water clear over the proposed tunnel under the Duluth canal.

LIEUTENANT S. L. Graham has been detached from duty as Inspector of Steel at Pittsburg, Pa., and ordered to duty in the compass branch of the Bureau of Equipment.

THE improvements made by the American Ship Windlass Co. recently in their capstans have brought them into notice in foreign markets and they are developing a large export trade in those machines.

THE Manchester ship canal is 35½ miles long, 170 feet wide at the surface and 26 feet minimum depth. It is now computed that it will cost when completed over $75,000,000, but will probably pay interest on the investment at the rate of about 4 per cent.

THE Iowa Iron Works at Dubuque, have received the contract, at $98,500, from the navy department, for the construction of the revenue cutter William Windom, for the Chesapeake bay station. The same works have been awarded the contract of building for the Lucas Ship Co., the first vessel of a new type at a cost of $200,000. It will be 230 feet long, 40 feet beam, and will have a freight capacity of 1,000 tons at 7 feet draught.

THE new treaty for the return of deserters from American or British ships has completely knocked out the fond delusion "America a free country," which the British seaman has hugged for years. The sailor intent upon trying his fortunes on our soil must henceforth sneak off in the night time and run the gauntlet of a police bribed by offers of reward for his arrest, instead of, as before, going forth in broad daylight and under his whilom master's nose.

ANOTHER search for the treasure which went down in the English naval ship Hussar in November, 1780, off Port Morris, has practically ceased. Captain Thomas Symonds has been dredging since last July and has brought up flint, shot and musket trimmings and two guineas and a half-guinea. Captain Symonds' dredging contracts have now expired, but it is reported that the search may be continued by the Chapman Derrick and Dredging Company of New York. Two guineas and a half are small returns for the large outlay of the stockholders in the scheme and there are consequently some sore heads blessing their gullibility.

WITH one month yet of navigation at our disposal, the shipments of ore from this port, over 2,000,000 tons, is very gratifying, indeed, says the Ashland *Times*. Through 1890 and 1891, up to the same period as this year, were considered big—very big—yet both are far outstripped by this year's output. The greatest increase of shipments over 1890 has been from the Central dock. Up to this time in 1890 the Central had shipped only 891,715 tons. This year they have already sent out 1,019,281 tons. The Lake Shore is now 40,000 tons behind its record for 1860. The Central is still ahead for the season, and during the past week shipped 2,000 tons more than the Lake Shore.

LIEUT. G. T. Corden, of the United States Revenue Marine, and who has been for two years and a half naval editor of the New York *Times* was in town Wednesday. He is on a tour of investigation to determine the practicability of building war ships on the lakes. To an *Enquirer* reporter he stated that there was no doubt of the ability of lake shipbuilders in this direction; the fact was that in the lake section, war vessels could not only be built cheaper, but much quicker, than at the seaboard. He cited the instance of a Cleveland firm, which turned out twelve steel vessels in four months from three stocks which is at the rate of a vessel a month for each, and said nothing like it had been done on the coast.—*The Buffalo Enquirer*. (Get off Lieutenant! You're worse than the whole Census Bureau put together, and it's not known yet, how much "taffy" has been issued from that ultra-reliable source. ED).

PROPOSALS.

U. S. ENGINEER OFFICE, 121 Franklin Street, Buffalo, N. Y., October 15, 1892. Sealed proposals for extension of breakwater and for building 1600 feet of the shore arm at Buffalo, N. Y. will be received at this office until 2 p. m. November 15, 1892, and then publicly opened. Specifications, blank forms and all available information will be furnished on application to this office MAJOR E. H. RUFFNER, Corps of Engineers. 13-3

U. S. ENGINEER OFFICE, 121 Franklin street, Buffalo, N. Y., Oct. 15th, 1892. Sealed proposals for hire of dredge, drill boat, tug, derrick scow and for excavation of material in the Niagara River, N. Y., will be received at this office until 2 p. m., November 15th, 1892, and then publicly opened. Specifications, blank forms and all available information will be furnished on application to this office. MAJOR E. H. RUFFNER, Corps of Engineers. 13-3.